

**2003**

**Virginia Department of Transportation**

**Daily Traffic Volume Estimates**

**Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**74**

Prince George County  
City of Hopewell

Prepared By

**Virginia Department of Transportation**

**Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation**

**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	
















### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2003  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Prince George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
10		0.42	18000	G	From:	Chesterfield County Line				F	0.089	N	0.522	20000	G	2003
	94%				0%	2%	1%	3%	0%							
	To:				WCL Hopewell											
City of Hopewell																
10	Randolph Rd	0.12	18000	G	From:	WCL Hopewell				F	0.081	F	0.509	20000	G	2003
	94%				0%	2%	1%	3%	0%							
	To:				North 6th Ave											
10	Randolph Rd	0.40	11000	G	From:	Main St				F	0.087	F	0.556	12000	G	2003
	94%				0%	2%	1%	3%	0%							
	To:				Winston Churchill Dr											
10	Randolph Rd	0.74	11000	G	From:	ECL Hopewell				F	0.082	F	0.605	12000	G	2003
	94%				0%	2%	1%	3%	0%							
	To:				WCL Hopewell											
10	Randolph Rd	1.26	9500	G	From:	ECL Hopewell				F	0.085	F	0.628	11000	G	2003
	94%				0%	2%	1%	3%	0%							
	To:				ECL Hopewell											
Prince George County																
10		1.17	9600	G	From:	ECL Hopewell				F	0.094	F	0.650	11000	G	2003
	94%				0%	2%	1%	3%	0%							
	To:				W SR 156											
10		0.73	11000	G	From:	E SR 156				C	0.091	F	0.594	11000	G	2003
	93%				1%	1%	1%	4%	0%							
	To:				74-641											
10		2.71	5100	G	From:	74-609 Garysville				F	0.095	F	0.557	5100	G	2003
	93%				1%	1%	1%	4%	0%							
	To:				74-1201											
10		2.07	3600	G	From:	Surry County Line				F	0.096	F	0.600	2400	G	2003
	93%				1%	1%	1%	7%	0%							
	To:				Sussex County Line											
35		4.05	2400	G	From:	I-95				C	0.092	F	0.51	2900	G	2003
	90%				1%	1%	1%	7%	0%							
	To:				74-605											
36	Oaklawn Blvd	0.76	16000	G	From:	ECL Petersburg				F	0.085	F	0.586	16000	G	2003
	97%				0%	1%	0%	1%	0%							
	To:				Hill Dr; Ft Lee Main Gate											
36	Oaklawn Blvd	1.45	16000	A	From:	WCL Hopewell				C	0.094	A	0.581	17000	A	2003
	97%				0%	1%	0%	1%	0%							
	To:				WCL Hopewell											
City of Hopewell																
36	Oaklawn Blvd	0.52	27000	G	From:	WCL Hopewell				F	0.085	F	0.522	29000	G	2003
	97%				0%	1%	0%	1%	0%							
	To:				74-630 Jefferson Park Rd											
36	Oaklawn Blvd	0.65	27000	G	From:	SR 36 Par				F	0.083	F	0.527	29000	G	2003
	97%				0%	1%	0%	1%	0%							
	To:				SR 36 Par, Woodlawn St; Kenwood Ave											
36	Oaklawn Blvd	0.43	9900	G	From:	Miles Ave				F	0.079	F		11000	G	2003
	97%				0%	1%	0%	1%	0%							
	To:				SR 156 High Ave											
36	Winston Churchill Dr	0.60	20000	G	From:	SR 156; Arlington Rd				F	0.083	F	0.548	21000	G	2003
	97%				0%	1%	0%	1%	0%							
	To:				SR 156 Winston Churchill Dr											
36	Winston Churchill Dr	0.39	13000	G	From:	15th Ave				F	0.088	F	0.571	2100	G	2003
	97%				0%	1%	0%	1%	0%							
	To:															

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2003  
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Prince George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Henowell																
	15th Avenue	0.77	6400	G	From:	Arlington Rd				C	0.095	F	0.573	6900	G	2003
					To:	City Point Rd										
	15th Avenue	0.22	2700	G	99%	0%	1%	0%	0%	F	0.095	F	0.505	2900	G	2003
					To:	Broadway St										
	Broadway St	0.44	8200	G	From:	15th Ave				F	0.090	F	0.661	8900	G	2003
					To:	6th Ave										
	6th Avenue	0.31	11000	G	From:	Broadway St				F	0.085	F	0.637	11000	G	2003
					To:	SR 10 Randolph Rd										
	Woodlawn St	0.61	13000	G	From:	SR 36 Oaklawn Blvd				C	0.079	F		14000	G	2003
					Combined Traffic:	G	97%	0%	1%							
	Woodlawn St	0.35	9600	G	From:	Surry Ave				C	0.091	F		10000	G	2003
					Combined Traffic:	G	97%	0%	1%							
					To:	SR 36 Oaklawn Blvd; Kenwood Ave										
Prince George County																
	North	2.41	14000	G	From:	Sussex County Line				F	0.069	F		12000	G	2003
					Combined Traffic:	G	75%	1%	2%							
	North	3.73	15000	G	From:	74-623 Carson				F	0.068	F		13000	G	2003
					Combined Traffic:	G	82%	1%	1%							
	North	4.54	20000	A	From:	US 301, SR 35, SR 156				C	0.135	A		17000	A	2003
					Combined Traffic:	A	82%	1%	1%							
	North	1.11	16000	G	From:	US 301				F	0.083	F		14000	G	2003
					Combined Traffic:	G	82%	1%	1%							
	North	0.96	12000	G	From:	I-295				F	0.069	F		9900	G	2003
					Combined Traffic:	G	82%	1%	1%							
					To:	Rives Rd										
City of Petersburg																
	North	1.15	13000	G	From:	Rives Rd				F	0.082	F		11000	G	2003
					Combined Traffic:	G	82%	1%	1%							
	North	2.79	20000	G	From:	Wagner Rd				F	0.082	F		17000	G	2003
					Combined Traffic:	G	82%	1%	1%							
	North	0.50	20000	N	From:	US 460 West St				N	0.082	N		17000	N	2003
					Combined Traffic:	N	82%	1%	1%							
					To:	I-85										
Prince George County																
	South	2.91	16000	G	From:	Sussex County Line				F	0.076	F		16000	G	2003
					Combined Traffic:	G	75%	1%	2%							
					To:	74-623 Carson										



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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
South 95				From:	74-623 Carson											
	3.42	20000	G	83%	1%	1%	0%	14%	0%	F	0.077	F		17000	G	2003
	Combined Traffic:		35000	G	82%	1%	1%	1%	15%	0%	F	NA		29000	G	
South 95				To:	US 301, SR 35, SR 156											
	5.45	20000	A	83%	1%	1%	0%	14%	0%	C	0.133	A		17000	A	2003
	Combined Traffic:		40000	A	82%	1%	1%	1%	15%	0%	C	NA		34000	A	
South 95				To:	US 301											
	0.58	25000	G	83%	1%	1%	0%	14%	0%	F	0.078	F		20000	G	2003
	Combined Traffic:		41000	G	82%	1%	1%	1%	15%	0%	F	NA		34000	G	
South 95				To:	I-295											
	0.42	16000	G	83%	1%	1%	0%	14%	0%	F	0.08	F		13000	G	2003
	Combined Traffic:		28000	G	82%	1%	1%	1%	15%	0%	F	NA		23000	G	
						To:	SCL Petersburg									
City of Petersburg																
South 95				From:	SCL Petersburg											
	0.34	16000	G	83%	1%	1%	0%	14%	0%	F	0.08	F		13000	G	2003
	Combined Traffic:		28000	G	82%	1%	1%	1%	15%	0%	F	NA		23000	G	
South 95				To:	Rives Rd											
	1.22	17000	G	83%	1%	1%	0%	14%	0%	F	0.082	F		14000	G	2003
	Combined Traffic:		30000	G	82%	1%	1%	1%	15%	0%	F	NA		25000	G	
South 95				To:	Wagner Rd											
	2.29	23000	G	83%	1%	1%	0%	14%	0%	F	0.082	F		19000	G	2003
	Combined Traffic:		43000	G	82%	1%	1%	1%	15%	0%	F	NA		36000	G	
South 95				To:	US 460; US 301 Crater Rd; County Rd											
	0.53	23000	N	83%	1%	1%	0%	14%	0%	N	0.082	N		19000	N	2003
	Combined Traffic:		43000	N	82%	1%	1%	1%	15%	0%	N	NA		36000	N	
						To:	I-85									
Prince George County																
106	Courthouse Rd	2.39	8300	G	From:	ECL Petersburg										
					To:	95%	2%	1%	1%	2%	0%	F	0.096	F	0.53	9000
106	Courthouse Rd	0.42	9800	G	From:	74-634 Allin Rd										
					To:	95%	2%	1%	1%	2%	0%	C	0.103	F	0.521	11000
106	Courthouse Rd	0.44	9300	G	From:	74-1510										
					To:	95%	2%	1%	1%	2%	0%	F	0.104	F	0.560	10000
106	Courthouse Rd	1.50	5900	G	From:	74-616 Laurel Spring Rd										
					To:	95%	2%	1%	1%	2%	0%	F	0.091	F	0.699	6400
106 Bypas 156	1.09	5600	G	From:	BYP SR 156 Ruffin Rd											
				To:	85%	1%	0%	1%	13%	0%	F	0.087	F	0.53	6100	G
106 Bypas 156	3.47	3600	G	From:	74-609											
				To:	85%	1%	0%	1%	13%	0%	C	0.091	F	0.516	3900	G
106 10	0.73	11000	G	From:	RT 156 BUS & RT 10											
				To:	93%	1%	1%	1%	4%	0%	C	0.091	F	0.594	11000	G
106 156	2.69	4100	G	From:	RT 10 & RT 156											
				To:	89%	1%	1%	2%	8%	0%	C	0.093	F	0.532	4100	G
						To:	Charles City County Line									
144		2.58	29000	A	From:	SR 36										
					To:	98%	0%	1%	1%	1%	0%	C	0.103	A	0.534	29000
						To:	Chesterfield County Line									
156		0.17	1900	G	From:	SR 35										
					To:	90%	4%	1%	1%	5%	0%	F	0.088	F	0.649	1900
						To:	US 301									

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
156	4.09	1700	G	From:	US 301				C	0.113	F	0.723	1700	G	2003	
				To:	74-626											
156	3.07	2300	G	From:	US 460 West of Disputanta				F	0.108	F	0.692	2300	G	2003	
				To:	SR 106-156 By Pass											
156	5.73	4600	G	From:	74- 674				C	0.132	F	0.631	4600	G	2003	
				To:	74-674											
156	2.51	7100	G	From:	SCL Hopewell				F	0.093	F	0.559	7600	G	2003	
				To:												
City of Hopewell																
156	Arlington Rd	0.56	9600	G	From:	SCL Hopewell				F	0.083	F	0.551	10000	G	2003
					To:	Berry Street										
156	High Ave	0.38	6600	G	From:	Winston Churchill Rd				C	0.092	F	0.680	7100	G	2003
					To:	S RT 36										
156	36 Winston Churchill	0.25	12000	G	From:	N RT 36				F	0.083	F	0.657	13000	G	2003
					To:	Arlington Rd										
156	Winston Churchill Rd	0.55	17000	G	From:	South 6Th Ave				F	0.082	F	0.547	17000	G	2003
					To:	Randolph Rd										
156	10 Randolph Rd	1.26	9500	G	From:	SRT 10				F	0.085	F	0.628	11000	G	2003
					To:	ECL Hopewell										
Prince George County																
156	10	1.17	9600	G	From:	ECL Hopewell				F	0.094	F	0.650	11000	G	2003
					To:	W SR 156										
156	10	0.73	11000	G	From:	N SR 10				C	0.091	F	0.594	11000	G	2003
					To:	Charles City County Line										
Bypas	156	1.09	5600	G	From:	SR 106 & 156				F	0.087	F	0.53	6100	G	2003
					To:	74-609										
Bypas	156	3.47	3600	G	From:	SR 10-156 East of Hopewell				C	0.091	F	0.516	3900	G	2003
					To:											
City of Hopewell																
East	295	3.30	17000	F	From:	NCL Hopewell				F	0.082	F		15000	F	2003
					To:	SCL Hopewell										
Prince George County																
East	295	0.15	17000	F	From:	SCL Hopewell				F	0.082	F		15000	F	2003
					To:	SR 36										
East I-295 is signed as South I-295																
Combined Traffic: 35000 F 75% 1% 1% 0% 22% 0%																
East I-295 is signed as South I-295																
Combined Traffic: 35000 F 75% 1% 1% 0% 22% 0%																

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Prince George County																	
East 295				From:	SR 36												
	6.39	11000	G	75%	1%	2%	0%	22%	0%	F	0.084	F		9800	G	2003	
	Combined Traffic:	20000	G	75%	1%	1%	0%	22%	0%	F	0.076	F	0.550	18000	G		
East I-295 is signed as South I-295																	
East 295				To:	US 460												
	3.03	8700	A	75%	1%	2%	0%	22%	0%	C	0.138	A		7600	A	2003	
	Combined Traffic:	18000	A	75%	1%	1%	0%	22%	0%	C	0.119	A	0.642	16000	A		
East I-295 is signed as South I-295																	
				To:	I-95												
	City of Hopewell																
West 295				From:	NCL Hopewell												
	3.30	18000	F	76%	1%	1%	0%	22%	0%	F	0.091	F		16000	F	2003	
	Combined Traffic:	35000	F	75%	1%	1%	0%	22%	0%	F	NA			31000	F		
West I-295 is signed as North I-295																	
				To:	SCL Hopewell												
	Prince George County																
West 295				From:	SCL Hopewell												
	0.61	18000	F	76%	1%	1%	0%	22%	0%	F	0.091	F		16000	F	2003	
	Combined Traffic:	54000	G	85%	1%	1%	1%	13%	0%	F	NA			52000	G		
West I-295 is signed as North I-295																	
West 295				To:	SR 36												
	6.77	9000	G	76%	1%	1%	0%	22%	0%	F	0.073	F		8400	G	2003	
	Combined Traffic:	20000	G	75%	1%	1%	0%	22%	0%	F	NA			18000	G		
West I-295 is signed as North I-295																	
West 295				To:	US 460												
	2.32	8900	A	76%	1%	1%	0%	22%	0%	C	0.134	A		8100	A	2003	
	Combined Traffic:	18000	A	75%	1%	1%	0%	22%	0%	C	NA			16000	A		
West I-295 is signed as North I-295																	
				To:	I-95												
	301	Crater Rd	2.69	930	G	85%	2%	1%	7%	5%	C	0.098	F	0.659	930	G	2003
301		Crater Rd	3.86	1400	G	85%	2%	1%	7%	5%	F	0.088	F	0.640	1400	G	2003
	301 35		0.27	950	G	82%	1%	1%	1%	14%	F	0.116	F	0.533	950	G	2003
301 156			0.17	1900	G	90%	4%	1%	1%	5%	F	0.088	F	0.649	1900	G	2003
	301	Crater Rd	4.42	2200	G	96%	1%	1%	1%	0%	C	0.107	F	0.708	2200	G	2003
301		Crater Rd	2.07	6600	G	99%	0%	0%	0%	0%	C	0.1	F	0.673	6600	G	2003
460	County Dr	0.40	12000	G	86%	1%	2%	1%	10%	F	0.082	F	0.572	13000	G	2003	
	460	County Dr	0.74	15000	N	79%	1%	2%	1%	17%	N	0.076	N	0.515	14000	N	2003
460		County Dr	3.07	15000	G	79%	1%	2%	1%	17%	F	0.076	F	0.515	14000	G	2003
	460	County Dr	6.20	16000	G	79%	1%	2%	1%	17%	F	0.078	F	0.602	15000	G	2003

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(600)	1.77	260	R	From:	74-611						NA			NA		08/14/2002
				To:	Surry County Line											
(601)	0.80	100	R	From:	US 460; 74-624						NA			NA		08/14/2002
				To:	74-613											
(601)	3.06	140	R	From:	74-613						NA			NA		08/14/2002
				To:	Surry County Line											
(602)	0.43	110	R	From:	74-653						NA			NA		08/14/2002
				To:	Dead End											
(603)	1.29	1300	R	From:	ECL Petersburg						NA			NA		1993
				To:	SR 106											
(604)	2.34	490	G	93%	1%	1%	2%	3%	0%	F	0.088	F	0.637	490	G	2003
				To:	26-703; Din CL SOUTH											
(604)	0.16	1400	G	93%	1%	1%	2%	3%	0%	C	0.090	F	0.617	1400	G	2003
				To:	US 301; 74-623											
(605)	1.40	480	R	From:	Dinwiddie County Line						NA			NA		08/16/2002
				To:	74-621											
(605)	0.20	680	R	From:	74-621						NA			NA		08/16/2002
				To:	SR 35; 74-622											
(605)	0.81	200	R	From:	SR 35; 74-622						NA			NA		08/16/2002
				To:	Service Road I-95											
(606)	0.50	290	R	From:	Dinwiddie County Line						NA			NA		08/16/2002
				To:	74-622											
(607)	2.35	290	R	From:	Dinwiddie County Line						NA			NA		08/16/2002
				To:	FR-122											
(607)	0.35	1300	R	From:	FR-122						NA			NA		08/16/2002
				To:	74-608											
(608)	2.55	1100	R	From:	US 301						NA			NA		08/16/2002
				To:	74-622											
(608)	0.81	1000	G	97%	1%	1%	0%	1%	0%	C	0.094	F	0.67	1000	G	2003
				To:	Dinwiddie County Line											
Dinwiddie County																
(608)	0.31	1000	N	97%	1%	1%	0%	1%	0%	N	0.094	N	0.67	1000	N	2003
				To:	SR 345; 26-677											
(608)	1.00	2000	G	99%	1%	0%	0%	0%	0%	C	0.141	F	0.658	2100	G	2003
				To:	SCL Petersburg											
Prince George County																
(609)	1.34	2500	G	95%	2%	1%	0%	1%	0%	C	0.094	F	0.591	2500	G	2003
				To:	74-636											
(609)	2.57	1500	G	95%	2%	1%	0%	1%	0%	F	0.094	F	0.662	1500	G	2003
				To:	74-635											
(609)	1.86	1000	G	95%	2%	1%	0%	1%	0%	F	0.098	F	0.691	1000	G	2003
				To:	SR 10											

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						2Axle	3+Axle	1Trail	2Trail								
Prince George County																	
610	2.00	190	R	From:	SR 10						NA			NA		08/14/2002	
				To:	74-611												
611	0.48	48	R	From:	Dead End						NA			NA		08/14/2002	
				To:	74-625												
611	2.00	140	R	From:	74-612						NA			NA		08/14/2002	
				To:	74-658												
611	1.70	160	R	From:	74-1201						NA			NA		08/14/2002	
				To:	74-610												
611	2.92	160	R	From:	87%	4%	1%	1%	7%	0%	C	0.081	F	0.533	170	G	2003
				To:	74-610						NA			NA		08/14/2002	
612	0.90	150	R	From:	74-611												
				To:	74-616												
613	1.50	140	R	From:	Sussex County Line						NA			NA		08/14/2002	
				To:	74-601												
613	1.80	340	R	From:	74-625						NA			NA		08/14/2002	
				To:	SR 10 WEST												
614	1.90	260	R	From:	74-615						NA			NA		08/14/2002	
				To:	SR 10 EAST												
615	0.40	10	R	From:	74-614						NA			NA		08/14/2002	
				To:	Dead End												
616	1.96	4100	G	From:	SR 106; 74-724					C	0.163	F	0.594	4100	G	2003	
				To:	SR 156 NORTH												
616	2.50	1500	G	From:	SR 156 SOUTH					F	0.103	F	0.652	1600	G	2003	
				To:	74-618												
616	4.13	900	G	From:	96%	2%	0%	1%	0%	0%	C	0.108	F	0.656	910	G	2003
				To:	74-625					F	0.09	F	0.658	410	G	2003	
617	0.90	60	R	From:	SR 10												
				To:	74-618												
618	2.37	340	R	From:	74-618						NA			NA		08/14/2002	
				To:	Dead End												
618	0.10	320	R	From:	74-627						NA			NA		08/14/2002	
				To:	74-630 WEST												
618	1.20	200	R	From:	74-630 EAST						NA			NA		08/14/2002	
				To:	US 460												
618	2.76	190	R	From:	74-629						NA			NA		08/14/2002	
				To:	74-632												

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						2Axle	3+Axle	1Trail	2Trail								
Prince George County																	
618	0.94	210	R	From:	74-632						NA		NA		08/14/2002		
				To:	74-635												
618	0.50	270	R	From:							NA		NA		08/14/2002		
				To:	74-616												
619	2.10	100	R	From:	74-625						NA		NA		1993		
				To:	74-627												
620	1.00	90	R	From:	74-638						NA		NA		1999		
				To:	1.00 ME 74-638												
620	1.90	80	R	From:							NA		NA		1993		
				To:	74-627												
621	2.28	210	R	From:	74-604						NA		NA		1993		
				To:	74-605												
622	1.50	430	R	From:	SR 35; 74-605						NA		NA		1993		
				To:	74-606												
622	0.30	320	R	From:							NA		NA		1993		
				To:	74-607 EAST												
622	2.70	380	R	From:	74-607 WEST						NA		NA		1993		
				To:	74-608												
623	0.30	230	G	From:	Sussex County Line					F	0.097	F	0.5	240	G	2003	
				To:	74-667												
623	2.42	340	G	From:	94% 3% 0% 1% 2% 0%					C	0.093	F	0.531	340	G	2003	
				To:	74-670												
623	0.55	700	G	From:	91% 1% 3% 2% 4% 0%					C	0.100	F	0.608	700	G	2003	
				To:	US 301; 74-604												
624	1.00	100	R	From:	Sussex County Line						NA		NA		08/14/2002		
				To:	US 460; 74-601												
625	0.96	770	G	From:	Sussex County Line						NA		760	G	2003		
				To:	74-619												
625	2.68	910	G	From:							NA		910	G	2003		
				To:	74-630												
625	0.09	1100	G	From:							0.111	F	0.625	1100	G	2003	
				To:	US 460 EAST												
625	0.51	720	G	From:	US 460 WEST						C	0.106	F	0.684	720	G	2003
				To:	74-613												
625	4.17	320	G	From:	95% 2% 1% 0% 2% 0%					F	0.097	F	0.652	320	G	2003	
				To:	74-611												
625	1.48	320	G	From:	95% 2% 1% 0% 2% 0%					F	0.124	F	0.771	320	G	2003	
				To:	74-616												
625	2.98	410	G	From:	95% 2% 1% 0% 2% 0%					F	0.092	F	0.636	410	G	2003	
				To:	SR 10												
626	3.00	680	R	From:	47-627						NA		NA		08/16/2002		
				To:	SR 156												
626	1.60	960	G	From:	97% 3% 0% 0% 0% 0%					F	0.113	F	0.599	960	G	2003	
				To:	1.60 M FRM SR 156												

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
626	1.00	1100	G	From:	1.60 M FRM SR 156				C	0.096	F	0.698	1200	G	2003	
				To:	74-649											
626	0.80	3000	G	From:	74-649				C	0.107	F	0.641	3300	G	2003	
				To:	US 301											
627	2.43	420	G	From:	Sussex County Line				F	0.090	F	0.605	420	G	2003	
				To:	74-662											
627	1.15	490	G	From:	74-662				C	0.108	F	0.597	490	G	2003	
				To:	74-619											
627	4.30	580	G	From:	74-619				C	0.112	F	0.504	580	G	2003	
				To:	74-630											
628	1.36	240	R	From:	74-608				NA			NA		09/24/2002		
				To:	1.36 M FRM 74- 608											
628	0.80	250	R	From:	1.36 M FRM 74-608				NA			NA		09/24/2002		
				To:	74-629											
629	2.28	1100	G	From:	SCL Petersburg				F	0.108	F	0.601	1200	G	2003	
				To:	US 301; Gap Termin											
629	1.55	4600	G	From:	ECL Petersburg				C	0.100	F	0.512	5000	G	2003	
				To:	74-630 WEST											
629	0.04	5100	G	From:	74-630 WEST				F	0.099	F	0.564	5500	G	2003	
				To:	74-630 EAST											
629	0.11	2500	G	From:	74-630 WEST				F	0.098	F	0.571	2600	G	2003	
				To:	US 460											
629	2.82	1200	G	From:	96% 1% 1% 2% 1% 0%				C	0.110	F	0.588	1200	G	2003	
				To:	SR 156											
629	1.15	750	R	From:					NA			NA		08/14/2002		
				To:	74-635											
629	2.92	250	R	From:					NA			NA		08/14/2002		
				To:	74-618											
630	0.21	530	R	From:	74-625				NA			NA		08/16/2002		
				To:	74-618 EAST											
630	0.04	800	R	From:					NA			NA		08/16/2002		
				To:	74-618 WEST											
630	2.78	320	R	From:					NA			NA		08/16/2002		
				To:	74-627											
630	0.70	1500	G	From:	97% 1% 0% 1% 1% 0%				C	0.097	F	0.507	1500	G	2003	
				To:	SR 156											
630	2.10	1700	G	From:	99% 0% 0% 0% 0% 0%				F	0.118	F	0.738	1700	G	2003	
				To:	74-649											
630	0.90	3500	G	From:	99% 0% 0% 0% 0% 0%				C	0.104	F	0.566	3700	G	2003	
				To:	74-629 SOUTH											
630	0.08	3000	G	From:	74-629 NORTH				F	0.103	F	0.662	3200	G	2003	
				To:	US 460											
630	2.11	1600	G	From:	97% 2% 1% 0% 0% 0%				C	0.113	F	0.59	1800	G	2003	
				To:	SR 106											
630	1.03	3000	R	From:					NA			NA		08/16/2002		
				To:	74-634											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(630)	1.51	8500	G	From:	74-634				C	0.099	F	0.562	9100	G	2003	
				To:	74-646											
(630)	1.27	13000	G	From:	98% 1% 0% 1% 0% 0%				F	0.097	F	0.552	14000	G	2003	
				To:	SCL Hopewell											
(631)	0.44	170	R	From:	74-604					NA			NA		08/16/2002	
				To:	74-675											
(631)	0.35	210	R	From:	74-671					NA			NA		08/16/2002	
				To:	74-638											
(631)	1.83	150	R	From:	74-618					NA			NA		08/16/2002	
				To:	Dead End											
(634)	0.51	4600	G	From:	74-630				C	0.099	F	0.575	5000	G	2003	
				To:	SR 106											
(635)	2.35	190	R	From:	74-629					NA			NA		08/14/2002	
				To:	74-695											
(635)	3.75	270	R	From:	74-665					NA			NA		08/14/2002	
				To:	74-609											
(635)	1.10	610	R	From:	74-609					NA			NA		08/14/2002	
				To:	SR 10											
(636)	2.10	250	R	From:	74-635					NA			NA		08/14/2002	
				To:	74-686											
(636)	0.80	780	R	From:	74-609					NA			NA		08/14/2002	
				To:	Sussex County Line											
(637)	0.70	180	R	From:	SR 35					NA			NA		08/16/2002	
				To:	Sussex County Line											
(638)	0.88	150	G	From:	95% 2% 1% 0% 1% 0%				F	0.127	F	0.513	150	G	2003	
				To:	74-650											
(638)	2.60	510	G	From:	95% 2% 1% 0% 1% 0%				C	0.129	F	0.6	510	G	2003	
				To:	SR 35											
(638)	2.50	420	G	From:	96% 2% 1% 0% 0% 0%				C	0.119	F	0.569	430	G	2003	
				To:	74-662											
(638)	0.27	1100	G	From:	96% 2% 1% 0% 0% 0%				F	0.114	F	0.694	1100	G	2003	
				To:	SR 156											
(639)	2.00	180	R	From:	SR 10					NA			NA		08/14/2002	
				To:	74-640											
(639)	1.66	130	R	From:	Dead End					NA			NA		08/14/2002	
				To:	74-639											
(640)	1.00	30	R	From:	Dead End					NA			NA		08/14/2002	
				To:	Dead End											



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						2Axle	3+Axle	1Trail	2Trail										
Prince George County																			
(641)	1.36	1300	R	From:	SR 156								NA	NA	08/14/2002				
				To:	74-646														
(641)	1.44	960	G	95%	3%	1%	0%	1%	0%	F	0.116	F	0.529	960	G	2003			
(641)	3.00	190	R	From:	SR 10 NORTH								NA	NA	08/28/2002				
				To:	SR 10 SOUTH														
(642)	0.53	2800	R	From:	SR 10								NA	NA	08/14/2002				
				To:	74-1413														
(642)	0.07	690	R								NA			NA		1999			
(642)	0.06	610	R	From:	74-1412								NA	NA	1999				
				To:	74-1411														
(642)	0.12	540	R								NA			NA		1999			
(642)	0.07	500	R	From:	74-1404 WEST 74-1405 WEST								NA	NA	1999				
				To:	74-1405 EAST														
(642)	0.07	430	R								NA			NA		1999			
(642)	0.08	250	R	From:	74-707								NA	NA	1999				
				To:	74-706														
(643)	0.09	20	R	From:	Dead End								NA	NA	08/28/2002				
				To:	74-647														
(644)	0.80	70	R	From:	SR 10; SR 156 Bypass								NA	NA	09/24/2002				
				To:	Dead End														
(645)	0.78	4600	G	From:	NCL Petersburg								F	0.088	F	0.512	4900	G	2003
				To:	74-684														
(645)	1.19	1600	G	99%	0%	0%	0%	0%	0%	F	0.113	F	0.507	1800	G	2003			
(645)	1.11	5600	G	From:	74-725								C	0.1	F	0.615	6000	G	2003
				To:	74-694														
(645)	2.15	5200	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.634	5600	G	2003			
(645)	0.19	4800	G	From:	2.15 M FRM 74-694								F	0.101	F	0.564	5200	G	2003
				To:	SCL Hopewell														
(646)	2.17	6900	G	From:	74-630								C	0.102	F	0.649	7500	G	2003
				To:	SR 156 SOUTH														
(646)	2.72	1300	G	From:	SR 156 NORTH								F	0.101	F	0.524	1400	G	2003
				To:	SR 156 Bypass														
(646)	0.81	750	G	98%	1%	0%	0%	1%	0%	C	0.113	F	0.542	750	G	2003			
(646)	0.79	870	G	From:	74-708								F	0.096	F	0.527	870	G	2003
				To:	74-641 EAST 74-641 WEST														
(646)	2.40	310	R	From:									NA	NA	09/24/2002				
				To:	74-609														

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(647)	0.46	360	R	From:	74-1159 Haley Rd						NA			NA		1999
				To:	74-1200											
(647)	0.09	580	R	From:							NA			NA		1999
				To:	74-643											
(647)	0.44	600	R	From:							NA			NA		1999
				To:	74-646											
(648)	0.11	70	R	From:	Dead End						NA			NA		1999
				To:	74-652											
(648)	0.11	150	R	From:							NA			NA		1999
				To:	74-651											
(648)	0.31	420	R	From:							NA			NA		1999
				To:	US 301											
(649)	0.33	2100	G	From:	74-626					F	0.115	F	0.587	2200	G	2003
				To:	74-1003											
(649)	0.36	1700	G	From:	98% 1% 1% 0% 0%					F	0.12	F	0.528	1800	G	2003
				To:	74-1004											
(649)	0.46	1700	G	From:	98% 1% 1% 0% 0%					F	0.12	F	0.529	1900	G	2003
				To:	74-661											
(649)	0.30	1700	G	From:	98% 1% 1% 0% 0%					F	0.112	F	0.629	1800	G	2003
				To:	74-1010											
(649)	0.95	2200	G	From:	98% 1% 1% 0% 0%					C	0.115	F	0.644	2400	G	2003
				To:	74-630											
(650)	3.50	90	R	From:	74-623						NA			NA		08/16/2002
				To:	74-638											
(651)	0.17	140	R	From:	Dead End						NA			NA		1999
				To:	74-648											
(652)	0.04	20	R	From:	Dead End						NA			NA		1999
				To:	74-648											
(653)	6.37	120	R	From:	74-611						NA			NA		08/14/2002
				To:	74-602											
(653)	0.80	190	R	From:							NA			NA		08/14/2002
				To:	74-611											
(655)	1.00	180	R	From:	74-646						NA			NA		1993
				To:	Dead End											
(656)	1.50	20	R	From:	74-614						NA			NA		08/14/2002
				To:	Dead End											
(657)	0.11	3000	R	From:	Dead End						NA			NA		1993
				To:	US 460											
(658)	1.30	100	R	From:	74-611						NA			NA		08/14/2002
				To:	74-616											
(659)	0.89	30	R	From:	Sussex County Line						NA			NA		08/16/2002
				To:	0.89 MN Sussex County Line											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(659)	1.01	200	R	From:	0.89 MN Sussex County Line						NA			NA		08/16/2002
				To:	74-619											
(661)	0.69	320	R	From:	Dead End						NA			NA		08/16/2002
				To:	74-1031											
(661)	0.29	490	R	From:							NA			NA		08/16/2002
				To:	74-1034											
(661)	0.10	700	R	From:							NA			NA		08/16/2002
				To:	74-649											
(662)	3.35	260	R	From:	74-638						NA			NA		08/16/2002
				To:	74-627											
(663)	0.07	150	R	From:	74-669						NA			NA		1999
				To:	74-616											
(664)	0.26	110	R	From:	74-646						NA			NA		1999
				To:	Dead End											
(665)	0.87	190	R	From:	74-635						NA			NA		1999
				To:	Dead End											
(666)	2.20	160	R	From:	74-616						NA			NA		08/16/2002
				To:	74-635											
(667)	1.53	110	R	From:	74-623						NA			NA		08/16/2002
				To:	US 301											
(668)	0.32	270	R	From:	SR 35						NA			NA		08/16/2002
				To:	US 301; SR 156											
(669)	0.05	110	R	From:	Dead End						NA			NA		1999
				To:	74-663											
(670)	0.23	70	R	From:	FR-294						NA			NA		1999
				To:	74-676											
(670)	0.03	130	R	From:							NA			NA		1999
				To:	74-623											
(671)	0.20	70	R	From:	FR-295						NA			NA		1999
				To:	74-631											
(672)	0.17	3	R	From:	Dead End						NA			NA		1999
				To:	74-667											
(673)	0.06	320	R	From:	74-604						NA			NA		1999
				To:	US 301											
(674)	0.91	1300	R	From:	SR 156 SOUTH						NA			NA		1999
				To:	SR 156 NORTH											
(675)	0.11	250	R	From:	74-631						NA			NA		1999
				To:	US 301											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
676	0.21	60	R	From:	74-670					NA			NA			1999
				To:	Dead End											
677	0.24	NA		From:	74-00622(B)/					NA			NA			
				To:	Cul-de-Sac/											
684	0.53	1000	R	From:	Dead End					NA			NA			1999
				To:	74-645											
685	0.53	210	R	From:	Dead End					NA			NA			09/23/2002
				To:	74-645											
686	1.31	130	R	From:	Dead End					NA			NA			08/14/2002
				To:	74-636											
693	1.45	170	R	From:	74-641					NA			NA			08/14/2002
				To:	Dead End											
694	0.34	480	R	From:	74-645					NA			NA			1999
				To:	74-697											
694	0.06	30	R	From:	34-697 Morgan Road					NA			NA			1999
				To:	Dead End											
695	1.40	160	R	From:	74-618					NA			NA			08/14/2002
				To:	74-635											
696	0.47	130	R	From:	74-605					NA			NA			08/16/2002
				To:	FR-122											
697	0.11	80	R	From:	Cul-de-Sac					NA			NA			1999
				To:	74-694											
698	0.21	220	R	From:	74-699					NA			NA			09/23/2002
				To:	74-694											
699	0.20	220	R	From:	Dead End					NA			NA			09/23/2002
				To:	74-698											
699	0.03	10	R	From:						NA			NA			09/23/2002
				To:	Cul-de-Sac											
703	0.45	60	R	From:	Dead End					NA			NA			1999
				To:	74-618											
706	0.04	6	R	From:	0.04 MS 74-642					NA			NA			08/14/2002
				To:	74-642											
706	0.30	260	R	From:						NA			NA			08/14/2002
				To:	Dead End											
707	0.10	230	R	From:	74-642					NA			NA			1999
				To:	0.10 MN 74-642											
707	0.06	300	R	From:						NA			NA			1993
				To:	74-1419											
707	0.12	60	R	From:						NA			NA			08/14/2002
				To:	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
708	0.60	140	R	From:	74-646					NA			NA		09/23/2002	
				To:	Dead End											
709	0.03	330	R	From:	SR 106					NA			NA		1999	
				To:	Begin Loop											
709	0.04	160	R	From:						NA			NA		1999	
				To:	74-712; 74-724											
709	0.06	410	R	From:						NA			NA		1999	
				To:	End Loop											
710	1.58	530	R	From:	SR 156					NA			NA		09/23/2002	
				To:	74-609											
711	0.94	580	R	From:	US 301					NA			NA		08/16/2002	
				To:	SR 156											
712	0.08	820	R	From:	SR 106					NA			NA		1999	
				To:	74-709; 74-724											
719	0.23	110	R	From:	74-618					NA			NA		08/16/2002	
				To:	74-625											
720	0.22	130	R	From:	US 301					NA			NA		1999	
				To:	74-1602											
720	0.18	40	R	From:						NA			NA		1999	
				To:	Dead End											
721	0.42	500	R	From:	74-630					NA			NA		08/28/2002	
				To:	Dead End											
723	0.16	430	R	From:	74-646					NA			NA		08/28/2002	
				To:	SR 156											
724	0.17	660	R	From:	SR 106; 74-616					NA			NA		1999	
				To:	74-709; 74-712											
725	0.85	2900	R	From:	SR 36					NA			NA		09/23/2002	
				To:	74-645											
726	0.18	150	R	From:	Dead End					NA			NA		09/23/2002	
				To:	SR 106											
770	0.45	150	R	From:	Dinwiddie County Line					NA			NA		1999	
				To:	74-622											
1001	0.09	80	R	From:	Dead End					NA			NA		1999	
				To:	74-649											
1002	0.09	70	R	From:	Dead End					NA			NA		1999	
				To:	74-649											
1003	0.08	250	R	From:	74-649					NA			NA		1999	
				To:	74-1005											
1003	0.16	250	R	From:						NA			NA		08/16/2002	
				To:	74-1004											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1004)	0.06	49	R	From	Dead End						NA			NA		1999
(1004)	0.13	210	R	To	74-1003						NA			NA		1999
				From	74-649											
(1005)	0.07	320	R	To	74-626						NA			NA		08/16/2002
(1005)	0.07	240	R	To	74-1007						NA			NA		08/16/2002
(1005)	0.26	220	R	To	74-1006						NA			NA		08/16/2002
				From	74-1003											
(1006)	0.08	60	R	From	74-1005						NA			NA		08/16/2002
				To	Cul-de-Sac											
(1007)	0.04	40	R	From	74-1005						NA			NA		08/16/2002
				To	Cul-de-Sac											
(1010)	0.19	530	R	From	74-649						NA			NA		1999
(1010)	0.08	80	R	To	74-1011						NA			NA		1999
				To	Dead End											
(1011)	0.07	340	R	From	74-1010						NA			NA		08/16/2002
(1011)	0.12	120	R	To	74-1012						NA			NA		08/16/2002
				To	Dead End											
(1012)	0.08	50	R	From	Cul-de-Sac						NA			NA		08/16/2002
(1012)	0.12	150	R	To	74-1011						NA			NA		08/16/2002
				To	Dead End											
(1014)	0.03	20	R	From	Dead End						NA			NA		1999
(1014)	0.07	200	R	To	74-1015						NA			NA		1999
				To	74-649											
(1015)	0.07	80	R	From	Cul-de-Sac						NA			NA		1999
(1015)	0.09	90	R	To	74-1014						NA			NA		1999
				To	Cul-de-Sac											
(1018)	0.08	170	R	From	74-1027						NA			NA		08/16/2002
				To	74-1020											
(1019)	0.08	200	R	From	74-1020						NA			NA		08/16/2002
				To	74-1027											
(1020)	0.15	140	R	From	Dead End						NA			NA		08/16/2002
(1020)	0.10	130	R	To	74-1019						NA			NA		08/16/2002
				To	74-1018											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1021)	0.06	48	R	From	Dead End						NA			NA		1999
(1021)	0.08	180	R	To From	74-1022						NA			NA		1999
				To	US 301											
(1022)	0.04	30	R	From	Dead End						NA			NA		1999
(1022)	0.25	90	R	To From	74-1023						NA			NA		1999
(1022)	0.04	10	R	To From	74-1021						NA			NA		1999
				To	Dead End											
(1023)	0.08	60	R	From	74-1022						NA			NA		1999
				To	US 301											
(1024)	0.11	700	R	From	74-1025						NA			NA		1999
				To	US 301											
(1025)	0.04	10	R	From	Dead End						NA			NA		1999
(1025)	0.09	570	R	To From	74-1027						NA			NA		1999
(1025)	0.05	770	R	To From	74-1026						NA			NA		1999
				To	74-1024											
(1026)	0.17	180	R	From	74-1028						NA			NA		1999
				To	74-1025											
(1027)	0.19	150	R	From	Dead End						NA			NA		08/16/2002
(1027)	0.10	190	R	To From	74-1019						NA			NA		08/16/2002
(1027)	0.12	490	R	To From	74-1018						NA			NA		1999
(1027)	0.13	540	R	To From	74-1028						NA			NA		1999
				To	74-1025											
(1028)	0.07	60	R	From	74-1027						NA			NA		1999
(1028)	0.05	20	R	To From	74-1026						NA			NA		1999
				To	Dead End											
(1030)	0.06	520	R	From	74-649						NA			NA		1999
(1030)	0.08	230	R	To From	74-1031						NA			NA		1999
(1030)	0.09	160	R	To From	74-1032						NA			NA		1999
(1030)	0.06	40	R	To From	74-1033						NA			NA		1999
				To	Cul-de-Sac											
(1031)	0.26	80	R	From	74-661						NA			NA		08/16/2002
				To	74-1034											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
1031	0.23	40	R	From:	74-1034						NA		NA		1999	
				To:	74-1030											
1032	0.22	70	R	From:	74-1034						NA		NA		1999	
				To:	74-1030											
1033	0.21	60	R	From:	74-1034						NA		NA		1999	
				To:	74-1030											
1034	0.07	400	R	From:	74-661						NA		NA		1999	
				To:	74-1031											
1034	0.08	250	R	From:							NA		NA		1999	
1034	0.09	180	R	From:	74-1032						NA		NA		1999	
				To:	74-1033											
1034	0.14	80	R	From:							NA		NA		1999	
				To:	Cul-de-Sac											
1035	0.14	170	R	From:	Cul-de-Sac						NA		NA		1999	
				To:	74-661											
1037	0.10	80	R	From:	74-1035						NA		NA		1999	
				To:	Cul-de-Sac											
1040	0.33	600	R	From:	74-649						NA		NA		08/16/2002	
				To:	Dead End											
1041	0.07	40	R	From:	74-1040						NA		NA		08/16/2002	
				To:	Cul-de-Sac											
1042	0.09	60	R	From:	74-1040						NA		NA		08/16/2002	
				To:	Cul-de-Sac											
1045	0.77	NA		From:	74-00646(B)/						NA		NA			
				To:	Cul-de-Sac/											
1046	0.54	NA		From:	74-01045(B)/						NA		NA			
				To:	74-01045(B)/											
1047	0.06	NA		From:	Cul-de-Sac/						NA		NA			
				To:	74-01046(B)/											
1048	0.14	NA		From:	Cul-de-Sac/						NA		NA			
				To:	Cul-de-Sac/											
1070	0.80	NA		From:	74-00619(B)/						NA		NA			
				To:	Dead End/											
1101	0.19	30	R	From:	Dead End						NA		NA		09/23/2002	
				To:	US 460											
1102	0.35	90	R	From:	74-629						NA		NA		1999	
				To:	Dead End											



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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1105)	0.50	120	R	From:	74-641					NA			NA		1999	
(1105)	0.05	90	R	To:	74-1106					NA			NA		1999	
(1105)	0.56	200	R	From:	74-1107					NA			NA		1999	
				To:	SR 156 Bypass											
(1106)	0.18	100	R	From:	74-1105					NA			NA		1999	
				To:	Cul-de-Sac											
(1107)	0.13	10	R	From:	74-1105					NA			NA		1999	
				To:	Cul-de-Sac											
(1111)	0.08	320	R	From:	ECL Petersburg					NA			NA		1999	
				To:	74-1113											
(1112)	0.27	150	R	From:	ECL Petersburg					NA			NA		1999	
				To:	74-1113											
(1113)	0.20	80	R	From:	NCL Petersburg					NA			NA		1999	
(1113)	0.37	150	R	To:	74-1111					NA			NA		1999	
(1113)	0.08	220	R	To:	74-1112					NA			NA		1999	
				To:	74-603											
(1115)	0.05	60	R	From:	Cul-de-Sac					NA			NA		1999	
(1115)	0.08	180	R	To:	74-1116					NA			NA		1999	
				To:	SR 106											
(1116)	0.08	70	R	From:	74-1115					NA			NA		1999	
				To:	Cul-de-Sac											
(1120)	0.29	120	R	From:	Cul-de-Sac					NA			NA		1999	
				To:	74-604											
(1125)	0.89	320	R	From:	SR 156 Bypass					NA			NA		1999	
				To:	74-1127											
(1126)	0.39	100	R	From:	Cul-de-Sac					NA			NA		09/23/2002	
				To:	Cul-de-Sac											
(1127)	0.18	30	R	From:	74-1125					NA			NA		09/23/2002	
				To:	Cul-de-Sac											
(1130)	0.26	150	R	From:	74-1131					NA			NA		08/16/2002	
				To:	74-622											
(1131)	0.14	40	R	From:	Cul-de-Sac					NA			NA		08/16/2002	
				To:	74-1130											
(1131)	0.08	110	R	From:	74-1132					NA			NA		08/16/2002	
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1132)	0.13	40	R	From:	74-1131					NA			NA		08/16/2002	
				To:	Cul-de-Sac											
(1140)	0.37	310	R	From:	74-608					NA			NA		08/16/2002	
				To:	74-1141											
(1140)	0.13	80	R	From:	74-1142					NA			NA		08/16/2002	
				To:	74-1140											
(1141)	0.11	100	R	From:	74-1142					NA			NA		08/16/2002	
				To:	Dead End											
(1142)	0.08	20	R	From:	74-1141					NA			NA		08/16/2002	
				To:	74-1140											
(1142)	0.08	46	R	From:	Cul-de-Sac					NA			NA		08/16/2002	
				To:	74-1140											
(1142)	0.02	30	R	From:	74-1140					NA			NA		08/16/2002	
				To:	Cul-de-Sac											
(1143)	0.18	80	R	From:	74-608					NA			NA		1999	
				To:	Cul-de-Sac											
(1150)	0.19	NA		From:	74-1158					NA			NA			
				To:	74-1157											
(1150)	0.19	450	R	From:	74-1156					NA			NA		1999	
				To:	74-1155											
(1150)	0.08	510	R	From:	74-1154					NA			NA		1999	
				To:	74-1153											
(1150)	0.08	760	R	From:	74-1152					NA			NA		1999	
				To:	74-1151											
(1150)	0.07	1000	R	From:	SR 156					NA			NA		1999	
				To:	74-1150											
(1150)	0.07	1100	R	From:	Cul-de-Sac					NA			NA		1999	
				To:	74-1150											
(1150)	0.10	1300	R	From:	74-1150					NA			NA		1999	
				To:	Cul-de-Sac											
(1150)	0.04	1400	R	From:	74-1150					NA			NA		1999	
				To:	74-1150											
(1150)	0.20	1600	R	From:	74-1150					NA			NA		1999	
				To:	Cul-de-Sac											
(1151)	0.11	110	R	From:	74-1150					NA			NA		1999	
				To:	Cul-de-Sac											
(1152)	0.05	60	R	From:	74-1150					NA			NA		1999	
				To:	Cul-de-Sac											
(1153)	0.06	80	R	From:	74-1150					NA			NA		1999	
				To:	Cul-de-Sac											
(1154)	0.06	70	R	From:	74-1150					NA			NA		1999	
				To:	74-1150											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1155)	0.19	140	R	From:	Dead End						NA			NA		1999
				To:	74-1150											
(1156)	0.08	50	R	From:	74-1150						NA			NA		08/28/2002
				To:	Dead End											
(1157)	0.32	170	R	From:	Dead End						NA			NA		1999
				To:	74-1150											
(1158)	0.07	46	R	From:	Dead End						NA			NA		1999
				To:	74-1150											
(1159) Haley Rd	0.17	NA		From:	74-647						NA			NA		
				To:	74-1150											
(1170)	0.59	100	R	From:	74-603 SOUTH						NA			NA		09/24/2002
				To:	74-603											
(1171)	0.15	40	R	From:	74-1170						NA			NA		09/24/2002
				To:	Dead End											
(1172)	0.05	20	R	From:	74-1170						NA			NA		09/24/2002
				To:	Dead End											
(1173)	0.04	10	R	From:	Dead End						NA			NA		09/24/2002
				To:	74-1170											
(1174)	0.04	10	R	From:	Dead End						NA			NA		09/24/2002
				To:	74-1170											
(1175)	0.13	30	R	From:	74-1170						NA			NA		09/24/2002
				To:	Dead End											
(1176)	0.09	30	R	From:	74-1175						NA			NA		09/24/2002
				To:	Dead End											
(1177)	0.03	6	R	From:	Dead End						NA			NA		09/24/2002
				To:	74-1176											
(1178)	0.08	10	R	From:	Dead End						NA			NA		09/24/2002
				To:	74-1175											
(1200)	0.55	210	R	From:	Dead End						NA			NA		1999
				To:	74-647											
(1201)	0.20	320	G	From:	SR 10					C	0.088	F	0.7	320	G	2003
				To:	74-611											
(1205)	0.13	270	R	From:	74-630						NA			NA		1999
				To:	Dead End											
(1206)	0.23	200	R	From:	Dead End						NA			NA		1999
				To:	74-630											
(1210)	0.23	150	R	From:	SR 10						NA			NA		1999
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1220)	0.43	340	R	From:	SR 156 SOUTH					NA			NA		08/14/2002	
				To:	74-1221											
(1220)	0.66	210	R	From:						NA			NA		08/14/2002	
				To:	SR 156 NORTH											
(1221)	0.04	20	R	From:	Dead End					NA			NA		08/14/2002	
				To:	74-1220											
(1222)	0.11	20	R	From:	Cul-de-Sac					NA			NA		08/14/2002	
				To:	74-1220; 74-1223											
(1223)	0.08	20	R	From:	74-1220; 74-1222					NA			NA		08/14/2002	
				To:	Cul-de-Sac											
(1224)	0.08	30	R	From:	Cul-de-Sac					NA			NA		08/14/2002	
				To:	74-1220											
(1230)	0.21	300	R	From:	74-721					NA			NA		08/28/2002	
				To:	74-1231											
(1231)	0.22	120	R	From:	Cul-de-Sac					NA			NA		08/28/2002	
				To:	Cul-de-Sac											
(1301)	0.08	790	R	From:	SR 156					NA			NA		1999	
				To:	74-1303											
(1301)	0.07	400	R	From:						NA			NA		1999	
				To:	74-1305											
(1301)	0.05	320	R	From:						NA			NA		1999	
				To:	74-1302											
(1302)	0.07	50	R	From:	Dead End					NA			NA		1999	
				To:	74-1301											
(1302)	0.07	230	R	From:						NA			NA		1999	
				To:	74-1306											
(1302)	0.06	170	R	From:						NA			NA		1999	
				To:	74-1308											
(1302)	0.08	120	R	From:						NA			NA		1999	
				To:	74-1309											
(1302)	0.03	30	R	From:						NA			NA		1999	
				To:	Dead End											
(1303)	0.06	280	R	From:	74-1301					NA			NA		1999	
				To:	74-1306											
(1303)	0.06	190	R	From:						NA			NA		1999	
				To:	74-1308											
(1303)	0.08	90	R	From:						NA			NA		1999	
				To:	Dead End											
(1304)	0.06	20	R	From:	74-1308					NA			NA		1999	
				To:	Dead End											
(1305)	0.11	60	R	From:	Dead End					NA			NA		1999	
				To:	74-1301											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
1306	0.11	80	R	From:	74-1303					NA			NA			1999
				To:	74-1302											
1307	0.04	4	R	From:	Dead End					NA			NA			1999
				To:												
1307	0.04	370	R	From:	74-1313					NA			NA			1999
				To:												
1307	0.10	360	R	From:	74-1319					NA			NA			1999
				To:												
1307	0.08	360	R	From:	74-1315					NA			NA			1999
				To:	74-1325											
1308	0.06	90	R	From:	74-1303					NA			NA			1999
				To:	74-1304											
1308	0.05	90	R	From:						NA			NA			1999
				To:	74-1302											
1308	0.04	20	R	From:						NA			NA			1999
				To:	Dead End											
1309	0.04	30	R	From:	74-1302					NA			NA			1999
				To:	Dead End											
1310	0.05	20	R	From:	74-1325					NA			NA			1999
				To:	Cul-de-Sac											
1311	0.05	40	R	From:	74-1324					NA			NA			1999
				To:	Cul-de-Sac											
1312	0.21	830	R	From:	74-1324					NA			NA			1999
				To:	74-1332											
1313	0.10	140	R	From:	74-1323					NA			NA			1999
				To:	74-1322											
1313	0.08	370	R	From:						NA			NA			1999
				To:	74-1307											
1313	0.17	280	R	From:						NA			NA			09/24/2002
				To:	74-1315											
1313	0.05	30	R	From:						NA			NA			09/24/2002
				To:	Dead End											
1314	0.05	70	R	From:	74-1324					NA			NA			1999
				To:	Cul-de-Sac											
1315	0.05	170	R	From:	74-1307					NA			NA			09/24/2002
				To:	74-1313											
1316	0.08	240	R	From:	74-1324					NA			NA			1999
				To:	74-1317											
1316	0.09	180	R	From:						NA			NA			1999
				To:	74-1331											
1316	0.06	150	R	From:						NA			NA			1999
				To:	74-1332											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
1317	0.07	110	R	From	74-1316					NA			NA			1999
				To	74-1342											
1318	0.14	40	R	From	74-1325					NA			NA			1999
				To	74-1343											
1318	0.14	200	R	From	74-1343					NA			NA			1999
				To	74-1342											
1319	0.10	230	R	From	74-1323					NA			NA			1999
				To	74-1320											
1319	0.02	290	R	From	74-1322					NA			NA			1999
				To	74-1307											
1320	0.04	570	R	From	74-1319					NA			NA			1999
				To	74-1321											
1320	0.07	210	R	From	Begin Loop					NA			NA			1999
				To	End Loop											
1320	0.36	220	R	From	Dead End					NA			NA			1999
				To	74-1323											
1321	0.52	230	R	From	74-1320					NA			NA			1999
				To	Dead End											
1321	0.10	170	R	From	74-1323					NA			NA			1999
				To	74-1320											
1322	0.06	49	R	From	Dead End					NA			NA			1999
				To	74-1313											
1322	0.05	240	R	From	74-1319					NA			NA			1999
				To	74-630											
1323	0.05	900	R	From	74-1313					NA			NA			1999
				To	74-1319											
1323	0.05	610	R	From	74-1321					NA			NA			1999
				To	74-1325											
1324	0.08	1900	R	From	74-1311					NA			NA			1999
				To	74-1312											
1324	0.06	1600	R	From	74-1314					NA			NA			1999
				To	74-1316											
1324	0.06	1400	R	From	74-1342					NA			NA			1999
				To	Cul-de-Sac											
1325	0.37	420	R	From	74-1318					NA			NA			1999

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1325)	0.06	480	R	From:	74-1318					NA			NA		1999	
				To:	74-1324											
(1325)	0.06	360	R	From:	74-1324					NA			NA		1999	
				To:	74-1310											
(1325)	0.18	370	R	From:	74-1310					NA			NA		1999	
				To:	74-1307											
(1326)	0.16	1300	R	From:	SR 156					NA			NA		1999	
				To:	74-1327											
(1326)	0.06	970	R	From:	74-1327					NA			NA		1999	
				To:	74-1328											
(1326)	0.08	820	R	From:	74-1328					NA			NA		1999	
				To:	74-1329											
(1326)	0.10	440	R	From:	74-1329					NA			NA		1999	
				To:	74-1330											
(1326)	0.07	250	R	From:	74-1330					NA			NA		1999	
				To:	74-1333											
(1326)	0.17	120	R	To:	74-1334					NA			NA		1999	
				From:	74-1326											
(1327)	0.08	90	R	To:	74-1336					NA			NA		1999	
				From:	74-1326											
(1328)	0.09	120	R	To:	74-1336					NA			NA		1999	
				From:	74-1336											
(1328)	0.09	100	R	To:	Dead End					NA			NA		1999	
				From:	74-1326											
(1329)	0.06	270	R	To:	74-1334					NA			NA		1999	
				From:	74-1334											
(1329)	0.10	190	R	To:	74-1335					NA			NA		1999	
				From:	74-1335											
(1329)	0.05	70	R	To:	Dead End					NA			NA		1999	
				From:	74-1326											
(1330)	0.06	140	R	To:	74-1334					NA			NA		1999	
				From:	74-1334											
(1330)	0.05	130	R	To:	74-1335					NA			NA		1999	
				From:	74-1335											
(1330)	0.07	60	R	To:	Dead End					NA			NA		1999	
				From:	Cul-de-Sac											
(1331)	0.12	170	R	To:	74-1316					NA			NA		1999	
				From:	74-1312											
(1332)	0.15	910	R	To:	74-1316					NA			NA		1999	
				From:	74-1316											
(1332)	0.07	1200	R	To:	Old Iron Rd					NA			NA		1999	
				From:	74-1326											
(1333)	0.06	110	R	To:	74-1334					NA			NA		1999	

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
1333	0.07	80	R	From:	74-1334					NA			NA			1999
				To:	Dead End											
1334	0.10	140	R	From:	74-1329					NA			NA			1999
				To:	74-1330											
1334	0.07	80	R	From:	74-1333					NA			NA			1999
1334	0.06	60	R	From:	74-1333					NA			NA			1999
				To:	74-1326											
1335	0.10	80	R	From:	74-1329					NA			NA			1999
				To:	74-1330											
1336	0.07	40	R	From:	74-1327					NA			NA			1999
				To:	74-1328											
1337	0.31	5300	R	From:	SR 36					NA			NA			1999
				To:	Dead End											
1338	0.10	60	R	From:	Cul-de-Sac					NA			NA			1999
				To:	74-1326											
1342	0.06	190	R	From:	Cul-de-Sac					NA			NA			09/24/2002
1342	0.07	640	R	To:	74-1344					NA			NA			1999
1342	0.05	750	R	To:	74-1343					NA			NA			1999
1342	0.08	950	R	To:	74-1318					NA			NA			1999
1342	0.09	580	R	To:	74-1324					NA			NA			1999
1342	0.02	510	R	To:	74-1317					NA			NA			1999
1343	0.15	130	R	To:	SCL Hopewell					NA			NA			1999
				From:	74-1342											
1344	0.05	100	R	From:	74-1342					NA			NA			09/24/2002
				To:	74-1342											
1344	0.06	490	R	To:	74-1345 WEST					NA			NA			1999
1344	0.10	390	R	To:	74-1345 EAST					NA			NA			09/24/2002
1345	0.03	100	R	From:	Cul-de-Sac					NA			NA			09/24/2002
				To:	74-1346											
1345	0.13	260	R	To:	74-1344 EAST					NA			NA			09/24/2002
1345	0.19	150	R	To:	74-1344 WEST					NA			NA			09/24/2002



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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1346)	0.07	120	R	From:	74-1345					NA			NA			09/24/2002
				To:	Cul-de-Sac											
(1350)	0.25	560	R	From:	74-674					NA			NA			1999
				To:	74-1352											
(1350)	0.09	100	R	From:	74-1350					NA			NA			09/24/2002
				To:	Cul-de-Sac											
(1351)	0.14	170	R	From:	74-1350					NA			NA			09/24/2002
				To:	Cul-de-Sac											
(1352)	0.10	110	R	From:	74-1350					NA			NA			09/24/2002
				To:	Cul-de-Sac											
(1355)	0.06	NA		From:	74-00630(B)/					NA			NA			
				To:	74-01357(R)/											
(1356)	0.06	NA		From:	74-00630(B)/					NA			NA			
				To:	74-01357(L)/74-01358(L)/											
(1357)	0.14	NA		From:	74-01356(L)/74-01358(R)/					NA			NA			
				To:	74-01355(L)/											
(1358)	0.39	NA		From:	74-01356(L)/74-01357(L)/					NA			NA			
				To:	74-01359(B)/											
(1359)	0.24	NA		From:	74-01357(B)/					NA			NA			
				To:	Cul-de-Sac/											
(1360)	0.08	1200	R	From:	74-674					NA			NA			08/28/2002
				To:	74-1361											
(1360)	0.08	1000	R	From:	74-1361					NA			NA			08/28/2002
				To:	74-1362											
(1360)	0.07	440	R	From:	74-1362					NA			NA			08/28/2002
				To:	74-1363											
(1360)	0.16	290	R	From:	74-1363					NA			NA			08/28/2002
				To:	74-1364											
(1360)	0.08	90	R	From:	74-1364					NA			NA			08/28/2002
				To:	Cul-de-Sac											
(1361)	0.06	120	R	From:	74-1360					NA			NA			08/28/2002
				To:	Cul-de-Sac											
(1362)	0.23	700	R	From:	74-1360					NA			NA			08/28/2002
				To:	74-1365											
(1362)	0.16	460	R	From:	74-1365					NA			NA			08/28/2002
				To:	74-1366											
(1362)	0.10	210	R	From:	74-1366					NA			NA			08/28/2002
				To:	Cul-de-Sac											
(1363)	0.04	60	R	From:	74-1360					NA			NA			08/28/2002
				To:	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
1364	0.04	46	R	From:	Cul-de-Sac					NA			NA		08/28/2002	
				To:	74-1360											
1365	0.06	70	R	From:	74-1362					NA			NA		08/28/2002	
				To:	Cul-de-Sac											
1366	0.07	110	R	From:	Cul-de-Sac					NA			NA		08/28/2002	
				To:	74-1362											
1370	1.01	160	R	From:	74-674					NA			NA		08/28/2002	
				To:	Cul-de-Sac											
1371	0.11	40	R	From:	74-1370					NA			NA		1999	
				To:	74-1372											
1372	0.04	30	R	From:	Cul-de-Sac					NA			NA		1999	
				To:	74-1371											
1372	0.04	9	R	From:						NA			NA		1999	
				To:	Cul-de-Sac											
1373	0.25	50	R	From:	Cul-de-Sac					NA			NA		1999	
				To:	74-1370											
1377	0.15	NA		From:	Cul-de-Sac/					NA			NA			
				To:	74-01380(B)/											
1378	0.10	NA		From:	74-01379(B)/					NA			NA			
				To:	74-01380(B)/											
1379	0.19	NA		From:	74-01377(B)/					NA			NA			
				To:	Cul-de-Sac/											
1380	0.39	1200	R	From:	74-1386 SOUTH					NA			NA		1999	
				To:	74-1386 NORTH											
1380	0.57	3100	R	From:						NA			NA		1999	
				To:	74-646											
1381	0.14	850	R	From:	74-1380					NA			NA		08/28/2002	
				To:	74-1383											
1382	0.23	150	R	From:	74-1386					NA			NA		08/28/2002	
				To:	74-1381											
1383	0.12	160	R	From:	74-1384					NA			NA		08/28/2002	
				To:	74-1381											
1384	0.18	200	R	From:	74-1382					NA			NA		08/28/2002	
				To:	Cul-de-Sac											
1385	0.05	40	R	From:	74-1382					NA			NA		08/28/2002	
				To:	Cul-de-Sac											
1386	0.14	340	R	From:	74-1393					NA			NA		08/28/2002	
				To:	74-1380 NORTH											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1386)	0.61	150	R	From:	74-1380 NORTH						NA			NA		1999
				To:	Cul-de-Sac											
(1387)	0.09	60	R	From:	Cul-de-Sac						NA			NA		08/28/2002
				To:	74-1386											
(1388)	0.08	50	R	From:	Cul-de-Sac						NA			NA		08/28/2002
				To:	74-1386											
(1389)	0.12	70	R	From:	Cul-de-Sac						NA			NA		08/28/2002
				To:	74-1386											
(1390)	0.18	140	R	From:	Dead End						NA			NA		1999
				To:	74-1380											
(1391)	0.05	640	R	From:	Cul-de-Sac						NA			NA		08/28/2002
				To:	74-1380											
(1392)	0.12	880	R	From:	74-1380; 74-1394						NA			NA		08/28/2002
				To:	Dead End											
(1393)	0.18	100	R	From:	Cul-de-Sac						NA			NA		08/28/2002
				To:	Cul-de-Sac											
(1394)	0.12	70	R	From:	Dead End						NA			NA		08/28/2002
				To:	74-1380; 74-1392											
(1395)	0.26	240	R	From:	74-1380						NA			NA		08/28/2002
				To:	74-1394											
(1396)	0.05	20	R	From:	74-1395						NA			NA		08/28/2002
				To:	Dead End											
(1397)	0.05	30	R	From:	74-1395						NA			NA		08/28/2002
				To:	Dead End											
(1398)	0.04	30	R	From:	Dead End						NA			NA		08/28/2002
				To:	74-1395											
(1401)	0.12	40	R	From:	SR 156						NA			NA		1999
				To:	74-1404											
(1401)	0.17	8	R	From:							NA			NA		08/14/2002
				To:	74-1402											
(1402)	0.06	2	R	From:	74-1403						NA			NA		08/14/2002
				To:	74-1401											
(1403)	0.12	2	R	From:	74-1404						NA			NA		08/14/2002
				To:	74-1402											
(1404)	0.08	6	R	From:	74-1401						NA			NA		08/14/2002
				To:	74-1403											
(1405)	0.33	130	R	From:	74-642						NA			NA		1999
				To:	74-642											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1406)	0.06	1200	R	From:	SR 10					NA			NA			1999
				To:												
(1406)	0.07	1200	R	From:	74-1414					NA			NA			1999
				To:												
(1406)	0.12	330	R	From:	74-1407					NA			NA			1999
				To:												
(1406)	0.15	160	R	From:	74-1409					NA			NA			1999
				To:												
(1407)	0.07	650	R	From:	74-1406					NA			NA			1999
				To:												
(1407)	0.08	520	R	From:	74-1408					NA			NA			1999
				To:												
(1408)	0.12	90	R	From:	74-1407					NA			NA			1999
				To:												
(1408)	0.11	260	R	From:	74-1409 WEST					NA			NA			1999
				To:												
(1408)	0.04	180	R	From:	74-1409 EAST					NA			NA			1999
				To:												
(1408)	0.05	130	R	From:	74-1425					NA			NA			1999
				To:												
(1409)	0.07	230	R	From:	74-1406					NA			NA			1999
				To:												
(1409)	0.08	140	R	From:	74-1408					NA			NA			1999
				To:												
(1409)	0.29	90	R	From:	74-1410 WEST					NA			NA			1999
				To:												
(1409)	0.08	130	R	From:	74-1410 EAST					NA			NA			1999
				To:												
(1410)	0.03	420	R	From:	74-1407					NA			NA			1999
				To:												
(1410)	0.08	150	R	From:	74-1415					NA			NA			1999
				To:												
(1410)	0.11	170	R	From:	74-1409 WEST					NA			NA			1999
				To:												
(1411)	0.26	140	R	From:	74-1413					NA			NA			1999
				To:												
(1412)	0.18	140	R	From:	74-1413					NA			NA			1999
				To:												
(1413)	0.06	910	R	From:	74-642					NA			NA			1999
				To:												
(1413)	0.10	750	R	From:	74-1422					NA			NA			1999
				To:												
(1413)	0.06	710	R	From:	74-1412					NA			NA			1999
				To:												
(1413)	0.12	670	R	From:	74-1411					NA			NA			1999
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1413)	0.10	570	R	From:	74-1419					NA		NA	1999			
				To:	74-1421											
(1413)	0.02	480	R	From:	74-1420					NA		NA	1999			
				To:	74-1423											
(1413)	0.09	440	R	From:	74-1424					NA		NA	1999			
				To:	74-1406											
(1414)	0.18	160	R	From:	Dead End					NA		NA	1999			
				To:	74-1410											
(1415)	0.12	420	R	From:	74-1417					NA		NA	1999			
				To:	74-1418											
(1415)	0.17	210	R	From:	Dead End					NA		NA	1999			
				To:	74-1417											
(1415)	0.04	20	R	From:	74-1418					NA		NA	1999			
				To:	Dead End											
(1416)	0.17	110	R	From:	74-1417					NA		NA	1999			
				To:	74-1418											
(1417)	0.06	250	R	From:	74-1415					NA		NA	1999			
				To:	74-1416											
(1417)	0.26	150	R	From:	74-1418					NA		NA	1999			
				To:	Dead End											
(1417)	0.04	10	R	From:	74-1417					NA		NA	1999			
				To:	74-1416											
(1418)	0.10	140	R	From:	74-1415					NA		NA	1999			
				To:	74-1418											
(1418)	0.07	120	R	From:	74-1413					NA		NA	1999			
				To:	74-1420											
(1419)	0.11	170	R	From:	74-707					NA		NA	08/14/2002			
				To:	74-1419											
(1420)	0.08	49	R	From:	74-1413					NA		NA	1999			
				To:	Cul-de-Sac											
(1421)	0.05	50	R	From:	74-1413					NA		NA	1999			
				To:	Cul-de-Sac											
(1422)	0.09	110	R	From:	74-1413					NA		NA	1999			
				To:	74-1413											
(1423)	0.21	240	R	From:	74-1423					NA		NA	1999			
				To:	74-1413											
(1424)	0.07	80	R	From:	74-1413					NA		NA	1999			
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
1424	0.11	70	R	From:	74-1413					NA			NA			1999
				To:	Cul-de-Sac											
1425	0.08	160	R	From:	74-1406					NA			NA			1999
				To:	74-1408											
1426	0.20	170	R	From:	74-1408					NA			NA			08/14/2002
				To:	Dead End											
1430	0.78	270	R	From:	74-646					NA			NA			09/24/2002
				To:	Cul-de-Sac											
1440	0.30	220	R	From:	Cul-de-Sac					NA			NA			1999
				To:	74-1444											
1440	0.19	370	R	From:	74-1443					NA			NA			1999
				To:	74-1442											
1440	0.22	640	R	From:	74-1441					NA			NA			09/24/2002
				To:	SR 156 Bypass											
1440	0.13	570	R	From:	Cul-de-Sac					NA			NA			09/24/2002
				To:	74-1440											
1441	0.16	170	R	From:	Cul-de-Sac					NA			NA			09/24/2002
				To:	74-1440											
1442	0.10	160	R	From:	Cul-de-Sac					NA			NA			09/24/2002
				To:	74-1440											
1443	0.04	40	R	From:	Cul-de-Sac					NA			NA			1999
				To:	74-1444											
1443	0.26	230	R	From:	74-1440					NA			NA			1999
				To:	Cul-de-Sac											
1443	0.09	47	R	From:	74-1443; 74-1443					NA			NA			1999
				To:	74-1440											
1444	0.26	70	R	From:	74-630					NA			NA			1999
				To:	74-1504											
1501	0.10	530	R	From:	74-1502					NA			NA			1999
				To:	74-1506											
1501	0.02	420	R	From:	74-1505					NA			NA			1999
				To:	Dead End											
1501	0.07	410	R	From:	Dead End					NA			NA			1999
				To:	74-1503											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1502)	0.04	70	R	From:	74-1503					NA			NA			1999
				To:	74-1501											
(1503)	0.04	40	R	From:	Dead End					NA			NA			1999
				To:	74-1502											
(1504)	0.19	110	R	From:	74-1501					NA			NA			1999
				To:	74-1505											
(1504)	0.03	30	R	From:	74-1505					NA			NA			1999
				To:	Dead End											
(1505)	0.09	70	R	From:	74-1501					NA			NA			1999
				To:	74-1504											
(1506)	0.09	70	R	From:	Dead End					NA			NA			1999
				To:	74-1501											
(1510)	0.13	1100	R	From:	SR 106					NA			NA			1999
				To:	74-1511; 74-1512											
(1511)	0.17	360	R	From:	74-1510; 74-1512					NA			NA			1999
				To:	74-1513											
(1511)	0.13	220	R	From:	74-1513					NA			NA			1999
				To:	74-1512											
(1511)	0.10	100	R	From:	74-1512					NA			NA			1999
				To:	Cul-de-Sac											
(1512)	0.13	440	R	From:	74-1510; 74-1511					NA			NA			1999
				To:	74-1514											
(1512)	0.29	270	R	From:	74-1514					NA			NA			1999
				To:	74-1511											
(1513)	0.04	50	R	From:	Cul-de-Sac					NA			NA			1999
				To:	74-1511											
(1514)	0.09	90	R	From:	Cul-de-Sac					NA			NA			1999
				To:	74-1512											
(1515)	0.11	1100	R	From:	SR 106					NA			NA			09/24/2002
				To:	74-1516											
(1515)	0.06	640	R	From:	74-1516					NA			NA			09/24/2002
				To:	Cul-de-Sac											
(1516)	0.03	300	R	From:	74-1515					NA			NA			09/24/2002
				To:	Cul-de-Sac											
(1601)	0.21	160	R	From:	74-1602					NA			NA			1999
				To:	US 301											
(1602)	0.10	40	R	From:	74-720					NA			NA			1999
				To:	74-1601											
(1602)	0.04	20	R	From:	74-1601					NA			NA			1999
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1604)	0.38	560	R	From:	US 301						NA			NA		08/16/2002
				To:	Cul-de-Sac											
(1605)	0.16	90	R	From:	US 301						NA			NA		1999
				To:	74-1606											
(1605)	0.32	100	R	From:	US 301						NA			NA		1999
				To:	74-608											
(1606)	0.07	30	R	From:	74-1605						NA			NA		1999
				To:	Dead End											
(1701)	0.07	530	R	From:	74-1702						NA			NA		1999
				To:	74-630											
(1701)	0.40	720	R	From:	74-1701						NA			NA		1999
				To:	Dead End											
(9331)	0.11	50	R	From:	SR 10						NA			NA		1999
				To:	74-623											
(9332)	0.33	80	R	From:	Dead End						NA			NA		1999
				To:	74-604											
(9334)	0.10	150	R	From:	74-616						NA			NA		1999
				To:	SR 156											
(9574)	0.10	120	R	From:	SR 156						NA			NA		1999
				To:	SR 156											
(9679)	0.13	230	R	From:	Western St					C	0.092	F	0.636	3600	G	2003
				To:	Kippax Dr											
(2116)	0.19	3400	G	From:	Perrymont St					C	0.093	F	0.560	3700	G	2003
				To:	Cedar Level Rd											
(3116)	0.42	3300	G	From:	SCL Hopewell					C	0.089	F	0.563	3600	G	2003
				To:	Courthouse Rd											
(4116)	0.61	2100	G	From:	Dead End near Pin Oak Dr					C	0.102	F	0.6	2300	G	2003
				To:	116-9047 Cedar Level Rd											
(5116)	0.05	NA		From:	166-6 Barkley St; 116-9076						NA			NA		
				To:	116-1 Perrymont St											
(6116)	0.13	30	G	From:	116-9076 Western St					F	0.206	F	0.65	40	G	2003
				To:	Woodlawn St											
(6116)	0.39	490	G	From:	Barkley St					C	0.104	F	0.579	530	G	2003
				To:	116-9047 Cedar Level Rd											



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						2Axle	3+Axle	1Trail	2Trail							
City of Hopewell																
<div>9036116</div>	Danville St	0.03	1400	G	From:	South Mesa Dr				F	0.095	F	0.537	1600	G	2003
					To:	Miles Ave										
<div>9036116</div>	Miles Ave	0.68	4100	G	From:	Danville Street				C	0.087	F	0.513	4400	G	2003
					To:	Oakland Blvd										
<div>9036116</div>	Oaklawn Blvd	0.18	10000	G	From:	Miles Ave					0.085	F	0.547	11000	G	2003
					To:	Short Street										
<div>9036116</div>	Oaklawn Blvd	0.40	NA		From:						NA		NA			
					To:	SR 36										
<div>9038116</div>	River Rd	1.01	4100	G	From:	WCL Hopewell				C	0.102	F	0.624	4500	G	2003
					To:	South Mesa Dr										
<div>9040116</div>	City Point Rd	0.75	4600	G	From:	North Mesa Dr				C	0.09	F	0.586	5000	G	2003
					To:	South 15Th Ave										
<div>9040116</div>	City Point Rd	0.41	7000	G	From:	South 15Th Ave				F	0.089	F	0.564	7500	G	2003
					To:	South 6Th Ave										
<div>9040116</div>	City Point Rd	0.29	6200	G	From:	South 6Th Ave				F	0.095	F	0.540	6800	G	2003
					To:	Main St										
<div>9040116</div>	Main St	0.13	3300	G	From:	City Point Rd				C	0.108	F	0.529	3600	G	2003
					To:	Randolph Rd										
<div>9042116</div>	West Broadway St	0.39	NA		From:	Colonial Dr					NA		NA			
					To:	116-9047 N Mesa Dr										
<div>9042116</div>	West Broadway St	0.55	7900	G	From:	North Mesa Dr				C	0.091	F	0.622	8500	G	2003
					To:	North 21St Ave										
<div>9042116</div>	West Broadway St	0.13	6300	G	From:	North 21St Ave				F	0.095	F	0.666	6900	G	2003
					To:	North 15Th Ave										
<div>9042116</div>	West Broadway St	0.36	4500	G	From:	North 6Th Ave				C	0.095	F	0.644	4900	G	2003
					To:	Randolph Rd										
<div>9042116</div>	East Broadway St	0.63	1800	G	From:	Randolph Rd				C	0.088	F	0.530	2000	G	2003
					To:	Cedar Ln										
<div>9043116</div>	Courthouse Rd	0.95	5900	G	From:	Ashland Ave				C	0.088	F	0.502	6400	G	2003
					To:	Berry St										
<div>9043116</div>	Berry St	0.29	6000	G	From:	Courthouse Rd				C	0.086	F	0.53	6400	G	2003
					To:	Arlington Rd										
<div>9043116</div>	Arlington Rd	0.12	4400	G	From:	High Ave				F	0.078	F	0.579	4700	G	2003
					To:	Freeman St										
<div>9043116</div>	Arlington Rd	0.38	5300	G	From:	Freeman St				C	0.077	F	0.617	5700	G	2003
					To:	Winston Churchill Dr										
<div>9045116</div>	High Ave	0.09	2600	G	From:	Winston Churchill Dr				C	0.089	F	0.542	2800	G	2003
					To:	Oaklawn Blvd										
<div>9047116</div>	Ashland St	0.06	NA		From:	116-9043 Courthouse Rd					NA		NA			
					To:	SR 36 Oaklawn Blvd										
<div>9047116</div>	Ashland St	0.10	5200	G	From:	SR 36 Oaklawn Blvd				F	0.098	F	0.684	5600	G	2003
					To:	SR 36-P Woodlawn St										
<div>9047116</div>	Ashland St	0.10	7500	F	From:	SR 36-P Woodlawn St				C	0.092	F	0.503	8200	F	2003
					To:	116-6 Cedar Level Rd Western St										

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							2Axle	3+Axle	1Trail	2Trail							
City of Hopewell																	
<div>9047116</div>	Ashland St	0.07	7000	G	From:	Western St					F	0.090	F	0.518	7500	G	2003
					To:	116-2 Kippax Dr											
<div>9047116</div>	Cedar Level Rd	0.89	8000	G	From:	116-4 Jackson Farm Rd					C	0.081	F	0.521	8700	G	2003
					To:	116-4; Cedar Level Rd											
<div>9047116</div>	Jackson Farm Rd	0.27	7100	G	From:	S Mesa Dr					C	0.093	F	0.525	7700	G	2003
					To:	Jackson Farm Rd											
<div>9047116</div>	S Mesa Dr	0.46	6400	G	From:	116-9038 River Rd					C	0.088	F	0.552	6900	G	2003
					To:	116-9038 River Rd											
<div>9047116</div>	N Mesa Dr	0.23	11000	G	From:	166-9040 City Point Rd					C	0.090	F	0.575	11000	G	2003
					To:	166-9040 City Point Rd											
<div>9047116</div>	N Mesa Dr	0.20	6700	G	From:	116-9042 Broadway St					F	0.090	F	0.610	7300	G	2003
					To:	116-9042 Broadway St											
<div>9049116</div>	South 6Th Ave	0.52	10000	G	From:	Winston Churchill Dr					C	0.086	F	0.578	11000	G	2003
					To:	City Point Rd											
<div>9049116</div>	North 6Th Ave	0.15	8600	G	From:	West Broadway St					C	0.082	F	0.611	9300	G	2003
					To:	West Broadway St											
<div>9051116</div>	North 21St Ave	0.53	4500	G	From:	West Broadway St					C	0.085	F	0.576	4900	G	2003
					To:	Riverside Ave											
<div>9051116</div>	Riverside Ave	0.32	3800	G	From:	North 21St Ave					C	0.093	F	0.647	4100	G	2003
					To:	Randolph Rd											
<div>9074116</div>	City Point Rd	0.14	3900	G	From:	Main St					C	0.098	F	0.509	4300	G	2003
					To:	Randolph Rd											
<div>9076116</div>	Cousins Ave	0.17	4600	G	From:	SR 36 Oaklawn Blvd					F	0.091	F	0.619	4900	G	2003
					To:	Western St											
<div>9076116</div>	Western St	0.50	4500	G	From:	Cousins Ave					C	0.092	F	0.609	4900	G	2003
					To:	116-6 Barkey St; 116-5 Western St											
	Atlantic St		790	G	From:	20Th Ave						0.104	F		860	G	2003
					To:	21St Ave											
	Barkley St		30	G	From:	Woodlawn St						0.16	F		40	G	2003
					To:	Western St											
	Broadway St		3100	G	From:	Randolph Rd						0.086	F		3400	G	2003
					To:	Hopewell St											
	Camron Road		20	F	From:	Dead End						0.25	F	0.5	20	F	2003
					To:	Atwater Rd											
	Cloverdale Ave		150	G	From:	Arcadia Ave						0.131	F		160	G	2003
					To:	Delrose Dr											
	Courthouse Rd		440	G	From:	Sibyl St						0.079	F		480	G	2003
					To:	Caroline Ave											
	Davidson Ave		70	G	From:	Peterson Mill Rd						0.152	F		80	G	2003
					To:	Glendale St											

Virginia Department of Transportation  
Mobility Management Division  
2003  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Prince George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Hopewell																
Day St		40	G	From:	20Th Ave					0.279	F		40	G	2003	
				To:	16Th Ave											
Dellrose Drive		290	F	From:	Cloverdale Ave				C	0.085	F	0.56	290	F	2003	
				To:	Lincoln Sq											
Dinwiddie Avenue		740	F	From:	Gilbert St				C	0.113	F	0.629	740	F	2003	
				To:	Courthouse Rd											
Fisher Avenue		100	F	From:	Glendale St					0.142	F	0.6	100	F	2003	
				To:	Lee Ln											
Granby St		260	F	From:	Roanoke Ave					0.118	F		280	F	2003	
				To:	Sunnyside Ave											
Jackson St		250	G	From:	21St Ave					0.135	F		270	G	2003	
				To:	20Th Ave											
Marion Ave		360	G	From:	West Broadway St					0.102	F		380	G	2003	
				To:	Norton St											
Maryland Avenue		280	F	From:	Atlantic St				C	0.132	F	0.537	280	F	2003	
				To:	15th Ave											
Prince George Ave		200	G	From:	Day St					0.114	F	0.528	210	G	2003	
				To:	West Broadway St											
Riverside Avenue		40	F	From:	Weston St				C	0.156	F	0.714	40	F	2003	
				To:	Marks St											
Stewart Ave		310	G	From:	Bassett St					NA			320	G	2003	
				To:	Jones St											
Sussex Drive		220	F	From:	Dead End				C	0.101	F	0.591	220	F	2003	
				To:	Westhill Rd											
Terminal Street		1200	F	From:	SR 156 Winston Churchill Dr				C	0.097	F	0.568	1200	F	2003	
				To:	Booker St											
Wilmington Avenue		250	F	From:	Heretick Ave					0.108	F	0.571	250	F	2003	
				To:	North Ave											